

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2012

IN THE MATTER OF:

Served August 1, 1979

Application of WEBB TOURS, INC.,)
for Temporary Authority to Conduct)
Special Operations-Seven Springs)
Village)

Case No. AP-79-11

By application filed July 17, 1979, Webb Tours, Inc., seeks temporary authority to engage in special operations transporting passengers, over irregular routes, between Seven Springs Village apartments, 9310 Cherry Hill Road, College Park, Md., and the subway station operated by the Washington Metropolitan Area Transit Authority (WMATA) located at New Carrollton, Md. Authority is sought for a limited term of 30 days.

Webb operates eight English double deck buses with seating capacities ranging from 64 to 75 passengers per bus. It also operates one motor coach with a seating capacity of 48 passengers. Webb proposes to use a double deck bus for this operation, but may use the coach from time to time as business needs dictate. Service would be operated Monday through Friday on the following schedule.

AM:

Depart Seven Springs Village

Arrive at New Carrollton

6:30

6:47

7:00

7:17

7:30

7:47

8:00

8:17

PM:

Depart New Carrollton

Arrive at Seven Springs

4:00

4:17

4:30

4:47

5:00

5:17

5:30

5:47

Webb proposes to charge \$.80 per person for each one-way trip, with payment being made to the bus driver at the time of boarding. Monthly "flash passes" would also be available through the apartment rental office at a paid-in-advance cost-equivalent of \$.75 a ride. Thus, for the month of August 1979, in which there are 23 weekdays, the cost of a monthly pass should be \$34.50. Evidence of Webb's insurance coverage is on file.

Webb cites fuel economy and alleviation of parking problems and traffic congestion as benefits to be realized from the proposed operation. One English double deck bus assertedly would replace 30 to 50 cars with attendant reductions in pollution and gasoline consumption. (English double deck buses realize substantially better milage than motor coaches.) Moreover, Webb's passengers would not require parking spaces at the New Carrollton station where demand for such spaces already exceeds supply.

The management of Seven Springs Village supports the application. In February 1979, a poll of the Village's 2,500 residents elicited 110 responses, 67 of which indicated that the respondents would utilize a shuttle service to and from New Carrollton. Since the advent of the current gasoline shortage and fuel price increases, management has been receiving daily inquiries about a shuttle service.

Title II, Article XII, Section 4(d)(3) of the Compact provides that the Commission may, in its discretion and without hearings or other proceedings, grant temporary authority for up to 180 days where there is an immediate and urgent need for service and no carrier service is capable of meeting that need. Under the circumstances here present, we find that the statutory criteria have been met and that the application should be granted. A significant portion of the Seven Springs Village population apparently would use Webb's service, and no other certificated carrier is authorized to perform such operations.

WMATA operates regular-route bus service from Seven Springs Village to a subway station on Rhode Island Avenue (the Red Line), but provides no such service to New Carrollton (the Blue Line). Thus, a potential Webb passenger working at the Department of Health, Education and Welfare, for example, would be required to ride a WMATA bus to Rhode Island Avenue, transfer on the Red Line to Metro Center (12th and G Streets, N. W., Washington, D. C.), and then backtrack on the Blue Line to the Federal Center station at 4th and D Streets, S. W. The additional time and inconvenience involved may well discourage the use of mass transit for part or all of such a trip. It should also be noted that the Commission's staff discussed this application with members of the WMATA staff and that a copy of the application was served on WMATA's general manager. No protest from WMATA was received.

THEREFORE, IT IS ORDERED:

1. That Webb Tours, Inc., is hereby granted temporary authority to transport passengers, in special operations, over irregular routes, between Seven Springs Village, 9310 Cherry Hill Road, College Park, Md., and the subway station operated by the Washington Metropolitan Area Transit Authority at New Carrollton, Md.

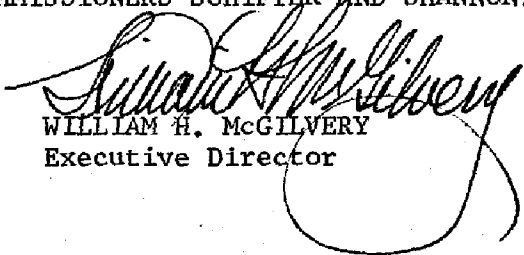
2. That said temporary authority shall become effective on Monday, August 6, 1979, and shall continue in effect until Wednesday, September 5, 1979, at 11:59 p.m. unless otherwise ordered by the Commission.

3. That Webb Tours, Inc., is hereby directed to file with the Executive Director of the Commission two copies of its WMATC Temporary Authority No. 1, setting forth its rules, regulations and rates for the temporarily authorized service, no later than Friday, August 3, 1979.

4. That in the event Webb Tours, Inc., fails to file said tariff within the time specified, or within such additional time as the Commission may authorize, the grant of authority herein shall be void and the application shall stand denied in its entirety effective upon the expiration of the said compliance time.

5. That in the event Webb Tours, Inc., shall desire a temporal extension of the temporary authority granted herein, its request therefor, addressed to the Executive Director of the Commission and accompanied by a report setting forth the number of passengers transported on each trip operated during the period August 6 through August 31, 1979, shall be filed in duplicate no later than Tuesday, September 4, 1979.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS SCHIFTER AND SHANNON.



WILLIAM H. MCGILVERY
Executive Director